

## Parking Management Roundtable #1 Summary 10/21/14

### Overview

The Westlake Cycle Track Project team is facilitating a series of two parking management roundtables to collect feedback on parking management within the Westlake Avenue North corridor:

- Roundtable #1 (Oct. 9, 2014): Discuss parking priorities in the Westlake corridor and review parking management tools to address those priorities
- Roundtable #2 (Nov. 3, 2014): Review a draft parking management plan presented by the Seattle Department of Transportation

Roundtable #1 was held on Thursday, Oct. 9 from 5:30-7PM at the AGC Building and attended by 22 participants.

Meeting attendees	Project staff
Martha Aldridge, MOHAI, Design Advisory Committee Phil Bannon, Westlake Stakeholders Group Devor Barton, Seattle Pedestrian Advisory Board, Design Advisory Committee Ann Bassetti, Westlake Stakeholders Group Suzanne Dills, Commercial Marine Jerry Dinndorf, AGC Jeremy Dinsel, TIBCO Bob Edwards, Rock Salt Restaurant Brock Gilman, Argosy Cruises Pamela Hale, Marina Mart John Hull, Western Yacht Harbor Kate Kreitzer, Westlake Stakeholders Group Andrew Otterness, Kenmore Air Marilyn Perry, Westlake Stakeholders Group Gordon Ruh, Nautical Landing Jo Seel, Westlake Stakeholders Group Cam Strong, Westlake Stakeholders Group, Design Advisory Committee Bill Wehrenberg, Westlake Stakeholders Group Bill Wiginton, Pelington Properties Arden Wilken, Resident + business owner Jack Wilken, Seattle Boat Works Tim Zamberlin, Westlake Stakeholders Group	Sam Woods, SDOT Dawn Schellenberg, SDOT Mike Estey, SDOT Jonathan Williams, SDOT Mary Catherine Snyder, SDOT James Kelly, OED David Gitlin, EnviroIssues Kate Cole, EnviroIssues Sara Colling, EnviroIssues

To facilitate productive small group discussions, attendance at the roundtables was by invitation only. Invites were sent to members of the project’s Design Advisory Committee (DAC), members of a previous Westlake Parking Workgroup, and attendees of Westlake Cycle Track Community Design Roundtables hosted earlier this summer.

## **Meeting recap**

Dawn Schellenberg provided a brief presentation on the background on the Westlake Cycle Track project, and Mike Estey reviewed the history of parking management in the corridor, outlined the parking management priorities developed with the DAC, and listed potential parking management tools.

Attendees broke into small groups separated by south and north end. Small groups were facilitated by project team members and staffed by members of the parking management team.

Each group had a roll plot showing a schematic of the cycle track alignment as well as a flip chart listing the DAC-identified parking priorities. Participants discussed how they would rank the parking management priorities, what parking management tools they supported and the tradeoffs of those tools. At the end of the meeting, a representative from each small group shared discussion highlights with the large group.

Feedback shared by roundtable participants is summarized below. Though some ideas were out of the scope of the project, all ideas were recorded and reviewed by the project team.

## **Feedback summary**

Overall, roundtable participants agreed that reducing the number of park and riders is important. They also prioritized parking for residents, maritime businesses, customers, moorage tenants and visitors.

Common themes heard from attendees included:

- Developing tools to accommodate moorage tenants, whether those tools are improved technology or a new parking permit specific for marine-related use.
- Ensuring parking access for liveaboard residents while monitoring overall demands for RPZ parking in the corridor.
- Expand time limits on a higher portion of parking spaces in the corridor to help increase the number of available parking spaces throughout the day.
- Instituting parking management measures and enforcements to reduce the number of “park and riders” and construction workers parking in the parking area.

A high-level summary of participant priorities, tools and tradeoffs are listed below.

*Note: items listed below are intended to be representative and are not intended to reflect unanimous agreement among participants.*

## **Common priorities**

- Preserve as many parking spaces as possible
- Provide convenient parking for residents
- Maintain parking for maritime businesses
- Ensure parking spaces are open for customers throughout the day
- Accommodate moorage tenants, who need to park for multiple days
- Ensure visitor access
- Reduce park and riders (i.e., people who park in the corridor and go elsewhere)
- Consider expanding paid parking

### **Community-suggested parking management tools**

- Create Moorage Parking Zones (MPZs) to allow for long-term parking
- Restrict RPZs to east side residents only
- Increase the number of resident permits
- Institute 4-hour parking limits in a greater portion of the corridor
- Reduce the number of no-cost parking spaces, but save some for moorage tenants
- Support technology for moorage tenants to pay by phone
- Ensure that new technology doesn't facilitate park and riders
- Create a protected maritime business class
- Meter parking that is currently free
- Encourage employers to provide incentives to manage their employees' parking, including employers paying for private parking for employees and incentivizing other travel modes
- Keep parking enforcement complaint-driven
- Adapt parking management strategies block-by-block

### **Trade-offs**

While all attendees agreed on the need to better manage existing parking, they did not all agree on the tools to do so, and recognized that trade-offs accompanied any parking management tools. Trade-offs discussed included the following:

- Loss of long-term free parking
- Increased technology could facilitate more park and riders
- Prioritizing resident parking could incentivize developers to not provide parking for new housing
- Charging for more parking could disadvantage employees
- Prioritizing employee parking over customer parking could hurt businesses
- A lack of multi-day parking for boaters could hurt marina business

APPENDIX A: Follow-up notes from Cam Strong summarizing feedback from the working group he participated in

**Oct. 9, 2014 Roundtable**  
**Thinking “outside the box” for**  
**Parking Management Solutions**  
**for the unique Westlake Ave. N Community.**

Conventional Seattle downtown city block and Seattle residential parking management tools is not working well when applied to the unique 2 mile long working waterfront and water dependent Westlake Ave. N. Community.

**THE SITUATION**

- Westlake Ave. N. Community has a limited number of parking spaces (1200) to support the entire community’s parking needs.
- The Westlake Ave. N community is sandwiched between the west shore of Lake Union on the east and a very steep unbuildable hillside on the west.
- Westlake Ave. N is not supported by an alleyway and thus does not benefit from alleyways provided throughout Seattle’s city blocks and residential communities which provide for garbage collection, off street parking, and access for service delivery & pick-up.
- “Park and Riders” and South Lake Union construction workers are taking up a considerable number of parking spaces leaving 100% of the parking full by 7:00 am in the south half of the parking area.
- The City has recently authorized the development of over 800 new condo and apartments in the south east side the Westlake Ave N. and the limited parking in these new buildings will add additional pressure to the already full Westlake Ave. N. Community’s parking situation.
- The City is threatening to eliminate 25% of the parking spaces to install a cycle track within this Westlake Ave. N. community.

**SOLUTIONS FOR PARKING MANAGEMENT IMPROVEMENTS**  
**WITHIN THE WESTLAKE AVE. N. COMMUNITY**

1. Create of a Marine Tenant Parking Zone (MTPZ) which would be similar to a Residential Parking Zone. This would allow the City to apply the effective marina parking management practices currently found in Shilshole Marina (operated by the Port of Seattle), and Elliott Bay Marina. These Seattle 2 marinas support a similar size moorage tenant population as is found along Westlake Ave. N.

2. Create new RPZ & MTPZ areas by designating the “east” side of Westlake Ave. N as a unique RPZ and MTPZ area and designate the “west” side of Westlake Ave. N as a separate RPZ. Grandfather in the current RPZ holders along the east side of Westlake Ave. N onto the eastside RPZ.
3. Create a special parking classification for mobile marine service providers whose business is 100% dedicated to bring their vehicle to marinas to service the boats where they are moored. Extend the MTPZ permits to mobile marine service provider vehicles who meet the 100% dedicated criteria. This special class should be recognized throughout all of the Seattle areas where boats are moored.
4. After the implementation of the 3 steps noted above, then phase out the free parking along the west side of Westlake Ave. N.
5. Discourage the City from extending technology tools for remote feeding of a parking meters which can benefit “park and riders” and “construction workers” use of parking in the Westlake Ave. N parking spaces at the expense of those with legitimate parking needs to conduct business in this area, access boats moored in this area, and access residential facilities in the Westlake Ave. N. community.

Thanks again for reaching out to the Westlake Ave. N community for their ideas and suggestions to manage the scarce parking resources in a much improved way the serve the unique needs of the Westlake Ave. N. Community.

## APPENDIX B: Follow-up notes from Martha Aldridge

The South Lake Union Park Working Group had its monthly meeting on Friday, October 10. The group includes representatives of MOHAI, Center for Wooden Boats, Virginia V, Northwest Seaport, Seattle City Parks Department, Parks Foundation, Ballard Maritime Academy, Maritime Folknet, Association of King County Historical Organizations, Lake Union Charters, Argosy. I shared with them the priorities for parking that DAC is discussing. The Working Group discussed the parking priorities and agreed that basically DAC's list makes sense to them.

Additional comments they asked that I bring back to you are:

- Visitors/Customers are #1
- Staff/Employees of businesses along Westlake and residents are #2. "Residents" does not include people living in the condos/apartments that are just being built.
- Put a four-hour limit on parking along Westlake (what has become known as the Park-and-Hide area). The organizations in the Park do need parking on Westlake for visitors. The 4-hour limit would discourage commuters, while allowing Park visitors to enjoy the attractions in the park.
- It is necessary to have capacity for loading/unloading or those using Westlake. (The Park tenants have their own systems.).

Members of the Working Group had some concern that parking would be maximized at the expense of Lake Union. By eliminating all vegetation, there would be no filter system to absorb the vehicle toxins being dumped on Westlake and the Cycle Track area. Could the consultants looking at the Railway Park look at smart use of vegetation along the entire cycle tract area?

The Working Group still likes their idea of having parking on the north end of the lake and using boats to shuttle people and supplies back and forth—our modern-day "mosquito fleet". Some of the group does use the ferry when it is running and a very few at times commute by boat.

To clarify a point: at a DAC meeting it was reported that MOHAI and Center for Wooden Boats staff are taking up parking spots along the Westlake corridor. No member of the Working Group parks along the corridor. You may remember from data I passed out earlier at a DAC meeting that only 15% of MOHAI staff always drives. 46% drive only 20% of the time or not at all. Only 30% of Center for Wooden Boats staff ever commutes by car. Some of the WG members think they have volunteers who part in the Cycle Track area.